

WE CLAIM:

1. An adjusting device for two subassemblies standing in rotary drive connection, especially for the adjustment of a camshaft relative to the drive wheel that drives it, with a control gear arranged between the two that is drivable via an electric motor for adjustment, wherein a direct current commutator motor is arranged as the electric motor.
2. The adjusting device of claim 1, wherein the control gear is self-inhibiting or is encumbered with a high internal friction, and the rotor of the direct current commutator motor is connected to the entry of the reduction gear, wherein this reduction gear is connected to the camshaft on the one hand and to the drive wheel of the camshaft on the other.
3. The adjusting device of claim 1, wherein the direct current commutator motor is fastened on the crankcase.
4. An adjusting device for two subassemblies standing in rotary drive connection, especially for adjustment of a camshaft relative to a drive wheel driving said camshaft, comprising:
a control gear arranged between the two subassemblies that is drivable via an electric motor for adjustment, wherein a direct current commutator motor is arranged as the electric motor.

5. The adjusting device of claim 4, wherein the control gear is self-inhibiting or is encumbered with a high internal friction, and a rotor of the direct current commutator motor is connected to an entry of a reduction gear, wherein the reduction gear is connected to the camshaft and to the drive wheel of the camshaft.

6. The adjusting device of claim 4, wherein the direct current commutator motor is fastened on a crankcase.

7. An adjusting device for two subassemblies standing in rotary drive connection, comprising:

a control gear arranged between said two subassemblies, said control gear being drivable via an electric motor.

8. The adjusting device of claim 7, wherein said electric motor is a direct current commutator motor.

9. The adjusting device of claim 8, wherein said control gear is self-inhibiting, and a rotor of said direct current commutator motor is connected to an entry of a reduction gear, said reduction gear being connected to a camshaft and to a drive wheel of said camshaft.

10. The adjusting device of claim 8, wherein the control gear is encumbered with a high internal friction, and a rotor of said direct current commutator motor is connected to an entry of a reduction gear, said reduction gear being connected to a camshaft and to a drive wheel of said camshaft.
11. The adjusting device of claim 9, wherein said direct current commutator motor is fastened on a crankcase.
12. The adjusting device of claim 10, wherein the direct current commutator motor is fastened on a crankcase.
13. The adjusting device of claim 7, wherein said adjusting device is used for adjustment of a camshaft relative to a drive wheel driving a camshaft.
14. The adjusting device of claim 8, wherein said adjusting device is used for adjustment of a camshaft relative to a drive wheel driving a camshaft.
15. The adjusting device of claim 9, wherein said adjusting device is used for adjustment of the camshaft relative to the drive wheel driving said camshaft.
16. The adjusting device of claim 10, wherein said adjusting device is used

for adjustment of the camshaft relative to the drive wheel driving said camshaft.

17. The adjusting device of claim 11, wherein said adjusting device is used for adjustment of the camshaft relative to the drive wheel driving said camshaft.

18. The adjusting device of claim 12, wherein said adjusting device is used for adjustment of the camshaft relative to the drive wheel driving said camshaft.